

# The Hongkong Telegraph.

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NEW SERIES No. 8868

九月廿四日

WEDNESDAY, OCTOBER 26, 1910.

三月廿六號

55c PER ANNUM.  
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## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUNDS \$15,000,000  
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LIABILITIES OF PROPRIETORS \$15,000,000

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On Current Account at the rate of 8 per cent.,  
per Annum on the daily balance.

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For 3 months, 4 per cent. per annum.  
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Hongkong, 25th September, 1910.

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PAID-UP CAPITAL \$1,500,000  
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ON Fixed Deposits for 3 months, 4 per cent.

" " 6 " — 5 "

WM. DICKSON,  
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Hongkong, 26th April, 1910.

### YOKOHAMA SPECIAL BANK; LIMITED.

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For 3 months 4% p.a.

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Hongkong, 27th September, 1910.

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CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI,  
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Berlin, Calcutta, Hamburg, Hankow, Peking, Singapore, Tianjin, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

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THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

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INTEREST allowed on Current Account.

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J. KULLMANN,  
Managing Director.

Hongkong, 2nd October, 1910.

## Banks.

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THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates of interest obtained on application.

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Hongkong—J. R. M. SMITH

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Shanghai—H. R. HUNTER;

LONDON BANKERS—LONDON COUNTY AND

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HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 8 per cent.,

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB,  
Acting Chief Manager,

Hongkong, 25th September, 1910.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 8 per cent. on daily balances, and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.

For 6 " 3 "

For 3 " 3 "

N. S. MARSHALL,  
Manager.

No. 9, Queen's Road Central,  
Hongkong, 26th September, 1910.

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### CHINA MUTUAL LIFE INSURANCE CO., LTD.

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STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Act, England.

Insurance in Force.....\$57,855,885.00

Assets.....\$1,815,400.00

Income for Year.....\$560,559.00

Insurance Fund.....\$216,413.00

LEFFERTS KNOX, Esq., Hongkong,  
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B. W. TAPE, Esq., and the  
District Secretary.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

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Hongkong, 26th July, 1910.

(810)

Hotel.

### ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly

repaired, and externally enlarged and

now luxuriantly furnished and up-to-date

in every respect. Situated in the most central

position. Large and airy rooms.

Hot, Cold, and Shower Baths.

Gas and Electric Light.

Private and Public Bars and Billiard Rooms.

CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION.

Sanitary arrangements of the latest.

HOTEL LAUNCH MEETS ALL STEAMERS.

Monthly Rates for Tiffin and Dinner.

Special Rates for married families on application to

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Late Manager of J. H. Oxbury (Treasurer)

Banking Offices in London and

Grand Oriental Hotel, Colombo.

Telephone No. 107.

Teleg. Address: "Oxley," Hongkong.

Hongkong, 1st September, 1910.

(10)

## Banks.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undesignated PORTS on or about the DATES named.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI { ARCADIA Capt. S. Bartham Daylight, Freight and Passage.

LONDON, Etc., via usual Ports DIVANAH Capt. H. Pollard Noon, See Special Advertisements.

LONDON and ANTWERP via SINGAPORE, PENANG, PALAWAN, COLOMBO, PORT SAID, 5 P.M., 2nd Nov., Freight and Passage.

SHANGHAI, MOJI, KOBE { CEYLON Capt. H. Rivers 4th Nov., Freight and Passage.

SHANGHAI and YOKOHAMA { KINSHAN Capt. H. Rivers 4th Nov., Freight and Passage.

SHANGHAI, MOJI, KOBE { CEYLON Capt. H. Rivers 4th Nov., Freight and Passage.

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SHANGHAI, MOJI, KOBE { CEYLON Capt. H. Rivers





## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

SCOTCH.

WHISKY

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

or

GENUINE AGE  
(AND)  
FINE MELLOW  
FLAVOUR.Robert Porter & Co.'s  
BULL DOG  
BRANDGUINNESS' STOUT  
in PINTS and SPLITS.A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

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IMPORTANT  
NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the Superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands "SUPREME" and "LILY" to suit the taste of everyone. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG &amp; CHINA SHOE FACTORY, LTD.

Works: 95 and 99, Praya East,  
Offices and Showroom: 88 and 86,  
Des Voeux Road, Central.  
New doors from New Post Office,  
Des Voeux Road, Central.

MARRIAGE.  
On October 26th, 1910, at Shanghai, Mr. & Mrs. Da Cruz to Santos Stein.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 26, 1910.

## THE CULT OF THE CURSE.

We have on more than one occasion drawn in these columns the attention of the Government to the highly excessive rates of interest charged by the money-lending population of the Colony to those who are unfortunate enough to fall within their clutches. The problem is rendered more acute owing to the apparent encouragement afforded the usurer by the local Judges, who, being placed in the unenviable position of having to meet the convenience of both lender and borrower in making an order for instalments, are naturally sometimes unwittingly led to act somewhat harshly towards certain borrowers who find themselves entangled in the meshes of these twentieth-century usurers through scarcely any fault of their own. It does not require particularly keen powers of perception in one to realise that the habit of borrowing should be discouraged no less than that of lending money, but there are cases when people are led to choose the lesser of two evils by sheer force of circumstances and in these instances exception should be made by the Judge, who in fairness to the victim, who as often as not has already paid the amount of the principal tenfold in interest alone, might exercise his discretionary power to the fullest possible limit. Recent glaring cases brought to our notice have partly led to our making these remarks, but we have been mainly influenced to refer to the condition of affairs at present existing with regard to the particular matter under discussion by a few pertinent lines appearing in a Manila contemporary. It appears that a Bill has been introduced into the Philippines Legislative Assembly for the purpose of putting a stop to the demoralizing practices among Government officials. A prominent feature of the Bill is that it provides penalties for both the unscrupulous lender and the party who perforce has to submit to what under ordinary circumstances he would certainly regard as the height of folly. The Bill provides that all government officials and employees of all grades in the insular, provincial or municipal services shall be prohibited from directly or indirectly loaning money or any other effects or articles of value at interest. The bill penalizes the infraction of these provisions by imprisonment for not less than one month and not to exceed one year, or a fine of not less than P200 nor more than P2,000 or both at the discretion of the court. A further provision of the bill is that whoever shall accept loans of money, effects or articles of value from such officials or employees shall be dismissed from the service if they are in it, and if not they shall be disqualified from holding service with the government in any of its branches for one year and punished by imprisonment of not to exceed one year. Any chief of a bureau of department knowing that any of his employees loans or borrows money, and does not report to his superior officer, shall be deemed a party of the deal and the Governor-General may dismiss him or fine him half a year's pay. Of course, we do not for a moment imagine that the local authorities are likely to effect such sweeping changes in our own public service at a moment's notice, for Hongkong's legislation, like the laws of the Medes and Persians, moves slowly; but they can with advantage introduce a few desirable changes. For instance, they can invent a method which will put a stop once and for all to the wretched state of affairs obtaining at present. They can so amend the present law, which provides for interest at 8 per cent. in those cases where particular rate of interest is not specified, that the sum charged on the principal shall not exceed the rate fixed by the Bills of Exchange Ordinance. Now this is not so easy as appears at first sight, for even assuming that a certain rate was fixed by the Government, the lender could so arrange the wording of the promissory note that it would be made to appear that all the provisions of the Ordinance are complied with. As for the consent of the borrower to such a proceeding, no difficulty would be experienced in that direction as there are always people to be found who by reason of the so-called straits they are placed in and the dire necessity into which they are hurried will gladly give their pound of flesh and become a party to a contract aimed at bringing about their own discomfiture. We are not so inconsiderate as to civil a remedy, in therefore with due reference to the Colony's legislators we would suggest that all money-lending transactions should in future take place before a Government official to be appointed for that purpose and that the act of charging for interest in excess of a certain rate, to be fixed by the Legislative Council should be penalized by Ordinance. This would have the double effect of preventing Government servants from

participating in the trade and save a considerable number of people from the relentless grasp of the usurer. We know that the Government will raise the usual cry of a depleted exchequer, but such an attitude is to be strongly deprecated for the present state of affairs cannot be allowed to continue without being a blot on the Colony's escutcheon. We offer the suggestion for what it is worth, for in our opinion the time has come when the money-lending practice, which has been reduced almost to an art by a certain section of the Colony's population, should be put down with a firm hand. They have been shown the velvet glove far too long. They should now have a taste of the mailed fist.

## LOCAL AND GENERAL.

THE White Star liner "Olympic," 45,000 tons, the largest steamer in the world, has been launched at Belfast.

ALBERT Charles Peartree, steward on board the s.s. "Montague," was fined £1 by Mr. E. R. Talbot at the Magistracy this morning for assaulting a chair-mover.

MORE rice continues to be stolen by the Colony's thieves. This morning, a native was awarded four days' hard labour for being in unlawful possession of 22 catties of the staple.

A NEW French submarine has just concluded a voyage of 1,400 miles round the coast. The "Arromanches," which is the name of the vessel, completed the voyage without a hitch of any sort.

THE authorities are recruiting able-bodied men from Chihli, Shantung and Mongolia for the 4th Regiment of the Brigade of the Imperial Guards Corps and intend to complete the regiment this year.

COLONIAL Odinstaff and a professor Konschessoff have just made a remarkable balloon journey from St. Petersburg to Koutchakovo, near the sea of Azof (a distance of some 1,000 miles), in forty hours.

MRS. CARLOWICZ & CO. advise us that they are informed by the Apollinaris Co., Ltd., London, for whom they are the agents for China and Hongkong, that their famous table water has been awarded the "Grand Prix" at the Brussels Exhibition.

ANOTHER case of illegally harbouring Chinese girls it is heard at the Magistracy tomorrow afternoon. In this case the victims are five in number, two of whom are barely fourteen years of age. It is alleged that cases similar to those used by schoolmasters have been used on the girls.

THE comprador of the steam-launch "Kia-kow" was brought up at the Magistracy this morning for dumping a dead body on the street near a wharf on Connaught Road Central. A fine of \$50 was imposed. It is summed by the Police that the corpse was left where it was found nearly a month ago. Detective-Sergeant Murphy prosecuted.

FIFTY-five Chinese were lined up in the compound of the Central Police Station this afternoon for gambling in houses in Lee Vox Road and Possession Street. The men were remanded, bail being allowed in the sum of \$100 each in respect of the five keepers and six each in respect of the players. Bergs, Watt and Willis prosecuted.

**HONGKONG CRICKET CLUB.**  
The match between the Hongkong Cricket Club "A" versus the Remnants will take place on the Club's ground on Saturday next, 9th inst., commencing at 3.30 p.m.—The following will form the H.K.C.C. "A" team—A. C. Leith, H. R. Makin, Dr. G. E. Aubrey, P. Jacks, A. Mackenzie, Rev. S. W. Payne, G. A. Hastings, E. A. S. Fowler, H. D. Sharp, Dr. J. M. Atkinson, and A. P. Dashwood.

## GERMANY'S COLONIES.

## NEW GUINEA'S PROSPECTS.

Mr. F. Ullberg, who is travelling in the G.M. "Prins Sigismund," to fit a company for the cultivation of rubber, in the course of an interview with the Daily Telegraph representative, stated that at the present time rubber was the most profitable investment as long as the present labour conditions prevailed in German New Guinea.

Labour was very cheap in German territory, the natives working for about 10s. a month. They were now planting a kind of rubber, called Hevea, which was found to be the most profitable. It was much easier to secure land in the Solomons than in German New Guinea. Mr. Ullberg pointed out that while in the Solomon Islands land could be leased for something like £1 per 1,000 acres, in German territory it was necessary to buy land outright. The reason for this was that Germany desired land settlement rather than speculation. Labour conditions in German territory were better than in British territories.

Mr. Ullberg was of opinion that if Mr. Fisher introduced legislation to increase the wages of the natives in Papua they might as well close up the colony. The German Government required the natives to pay a tax of 1s. a year, and if they were not able to pay that amount, they were required to do a certain amount of work by the roads, the result being that all the roads were in a very good state. At every German port in the islands there was a war wharf, with a store attached. Rabaul, the centre of New Britain, and also the whole German colony, had gone ahead marvelously. It had four stores, telephone, telephone railways, and well formed roads. A fair amount of cocoa was being cultivated, and the coffee industry was also flourishing. The latter was now fully developed in the production of a bitter substitute, which was found to be a better coffee. Under the present system, little difficulty was experienced in getting supplies of the raw material, and the market was in a very good state.

## PEAK WADDING.

JACOB SMITH.

The marriage took place this morning, at the Peak Church, of Miss Smith, niece of Mr. H. Farcy Smith, the popularly known public accountant to the Colony, with Mr. H. T. Jackson, executive engineer, Public Works Department. The bridal couple will be spending their honeymoon at Macao. So great is the popularity of the bridegroom that the send-off accorded him and his bride at the Macao steamer's wharf this afternoon was one of the most enthusiastic we have seen for many a long day. The s.s. "Sir Teal," by which the happy pair are proceeding on their honeymoon trip, never looked so resplendent in her gay garb of flags and coloured bunting as she did this afternoon. The arrival of the newly wedded couple on board the steamer shortly before 2 p.m. today was the signal for a literally deafening fusillade of crackers, the salvoes lasting loud and long for a good while after the steamer had cast off and was making for the fairway. An amusing incident was too good to be allowed to go unrecorded. While the crackers and militiamen bombs were bursting in their thousands, sending the fragments of crimson paper—the Chinese emblematic colour of good fortune—all around the ship, the motley crowd of Chinese pedlars, boat people and coolies gathered on the wharfs enjoyed the pyrotechnic display. Amidst all the din and noise a gentleman, a friend of the departing bridal party, overheard the inquiry from a Celestial whether the send-off was intended for the new Governor of Macao. When he was told that the demonstration was for a popular Government official of this Colony he began to realize that Hongkong residents were capable of appreciating the merit and worth of a good man, even though in every case he has not yet attained to the lofty eminence of a head of the department.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## THE CHINESE CUSTOMS.

To the Editor of the "Hongkong Telegraph."

Sir,—A gentleman who writes with point and vigor sent a letter to the "Hongkong Telegraph" a few days ago that demands an answer. He signs himself "Meni Tekel," and I wish he had used some other name. For that the Customs Service as constituted and governed by that wonderful man, Sir Robert Hart, is doomed, is unfortunately true, but it is not true that its rule will fulfil it for the reasons suggested by the gentleman whose views were expressed in that letter, and which I have, greatly against my will, to contradict. For controversial purposes I shall call that correspondent of the "Telegraph," Mr. M. T. (for short) Mr. M. T. writes of the unshame and injustice of enforcing the regulations which require assistants in the Customs, the Chinese Imperial Maritime Customs, service, to prove their knowledge of the Chinese language every year in an examination. He declares that this rule is discreditable and humiliating. When he says that the regulations ordering all employés of the indoor staff of the Customs to study and be proficient in the Chinese language have wisely allowed to lapse in the course of years, and that the revival of them by Mr. Aglen is a departure from that studied moderation which characterised the rule of Sir Robert Hart, he lays himself open to a argument which I shall have, I think, to lay before the readers of the "Telegraph." Today I wish only to protect against the assertion that a man cannot be a good "office man" as well as a good Chinese scholar. It is clearly laid down by Mr. M. T. that one who becomes a Chinese scholar is very likely to become a drunkard and end as a suicide. He blames the Inspectorate for encouraging the repulsive habit of smoking so much Chinese alcohol and its attendant horrors that follow naturally in its train, with the awful tragedy of self-slaughter as its climax. Now really this is not a reasonable thing to say: it is unfair and it's true, I am so angry with this atrocious accusation that I shall write no more about it to-day, lest I be led into saying more and blunter words than will be necessary to refute such an allegation.—Yours,

THE TRIANGLE.

Hongkong, 26th October.

## CHINA'S RAILWAY LOAN.

According to the Report of the Board of Posts and Communications, China's Railway Loans are as follows:

Period	Amount		Interest		Bonus	
	£	£	%	£	£	%
1907-08	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1908-09	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1909-10	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1910-11	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1911-12	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1912-13	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1913-14	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1914-15	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1915-16	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1916-17	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1917-18	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1918-19	1,300,000	1,300,000	5.5	75,000	75,000	5.5
1919-20	1,300,000	1,300,000	5.5	75,000	75,000	5.5

## INTERPORT RACE MATCH.

HONGKONG'S TEAM.

The standard of shooting during this season's Interport practice has been much higher than for several years past, and competition for the honour of place in the Colony's team has been close and keen.

The selection of the team has, therefore, proved somewhat difficult, but it is considered that the team chosen will justify their selection and regain some of the lost prestige of the Colony as regards rifle shooting.

The following will comprise the team:—D. P. O. Flynn (H.M.S. "Tunstall"); Messrs. Stewart, Taylor, Watts, Bearl, (Lt. M. Naval Yard Rifles Club); Bassettine, Barford and Henderson (Talkeet Rifles Club); Mr. West (P.W.D.) and Sergeant Bryant, A.D.C.; Petersev; Mr. Brown and V. Sorby.

With the exception of Mr. Stewart, who shot for the Colony in 1902 and 1903, the team chosen is new to Interport honours.

The match will be fired on Saturday next, 29th Inst., on the Klang's Put Range, at 2.30 p.m. under the management of Captain Northcote, Hongkong Volunteer Corps.

All persons interested in rifle shooting are invited to be present.

## RULES OF THE ROAD.

## CHINESE COXSWAIN'S CERTIFICATE SUSPENDED.

Before Com. Beckwith, Esq., at the Marine Magistrate's Court, this morning, an inquiry was held into the circumstances under which a charge of disregarding the rules of the road in the waters of the Colony was laid against Captain Northcote.

Complainant stated that he was coming down river from Canton on Oct. 20th about 5.50 p.m. When off Pachow Light on the port bow, he saw the steam launch "Hung On" with a light in tow, one on either side coming up against the tide. When within a cable of the "Kin-shan," the launch's starboard bow was across the "Kin-shan's" bows, about 70 degrees, causing the steamer to go hard astern, and only just cleared by 30 feet. If this had been in the dark a serious collision would have taken place.

**BIG FIRE AT SHANGHAI.****A LARGE GODOWN ABLAZE.**

In the early hours of yesterday morning, reports the *N.C.D. News*, it is said, a disastrous fire broke out on the outskirts of the Settlement, in North Soochow Road. The alarm was given about 12.30 a.m., the news being brought by a constable to the West Hongkong Police Station about the same time that the blaze was noticed by the Central Bell-tower man. The Victorias, the first Company to reach the scene, found the Sino-Belgian Bank's Godown burning furiously, though the rest of the brigade turned out promptly, and little time was lost in getting the Fire King and two other steamers to work, pumping from the Soochow Creek, the flames had established too strong a hold to be easily mastered.

The fire was first noticed in the South-East corner of the first storey. It spread rapidly backwards until the whole of the front portion of the godown was alight. The iron shutters of the windows soon became red-hot, and the floors and roof collapsed in succession, until only the outer walls of the building and a few charred timbers remained. As the flames spread backwards they were checked by a fireproof wall, separating the godown into two parts. From the roof of an adjoining nailery tea godown, access to which was gained by means of the Victoria's turntable escape, and from the surrounding alleyways, torrents of water were poured on to the flames, and though the main portion of the godown was gutted the brigade succeeded in saving the rear portion, and in preventing the fire from spreading in any other direction. As the scene of the fire was beyond Settlement limits only two hydrants were available, but the proximity of the Soochow Creek gave the firemen an unlimited supply of water. During the fire it was ludicrous to see the Paoshan fire brigade, with its toy apparatus, pumping a diminutive stream in the direction of the flames.

The Fire Brigade was in charge of the Senior Foreman, Mr. Macphill, of the Deluge Company, the Chief Engineer being detained at his residence by his motorcar taking fire. The Mi-bo-loo-ka and the Deluge worked from the roof of the tea godown on the West side, while the Victorias were stationed along the creek front, and the Hoogkwas with another detachment of the Mi-bo-longs operated on the Western side of the godown. It was not until 3.30 a.m. that the fire could be said to be under control, and many of the firemen did not leave the scene of the outbreak until nearly 5 a.m. All day yesterday two hydrant streams were kept playing on the ruins by members of the coolie corps. In the afternoon the ruins presented a sorry spectacle. Only the mere shell of the front portion of the godown remained. The iron window shutters were crumpled and bent into fantastic shapes. Corroded iron from the roof, bent and twisted by the intense heat, was strewn all round the building and only charred beams marked the position of the floors. The ground inside the godown was covered with piles of burnt or charred cocoons, and the water gushing out from the entrance carried with it cinders and cluders from the ruins.

At the time of the outbreak the front portion of the godown contained 8,277 bags of cocoons, 47 boxes of flatware bills, 43 cases of cigar, and 100 kgs of nails. The total insurance is believed to amount to Rs. 765,000, of which Rs. 205,000 covers the bank's own cargo and the building. The origin of the fire is obscured in mystery. The godown was locked up as usual the preceding evening, and a Chinese watchman remained on duty outside the premises. It can, therefore, only be supposed that the conflagration was started by spontaneous combustion among the cocoons.

**RICE MILLS BURN.****BIG FIRE IN BANGKOK.**

The Bangkok Daily Mail, of 10th inst., says:—Yesterday evening about half past six o'clock, fire broke out in one of the mills of the Yen Keng Chanat Bokluk and rapidly spread to an adjoining mill of the same owner, burning both to the ground.

The cause of the fire is not known. The mill which first caught was an old one and had been closed for a month for repairs and the erection of a new plant, and started work yesterday morning for half a day for the first time. The mills were closed, the doors were locked and the night watchman was on duty at the time. The flames were first seen in the fourth story of the mill and the employees worked hard to extinguish them, and on seeing the futility of this, they telephoned for the fire departments. The Navy Dept.'s fire brigade and a Chinese fire brigade were soon on the scene, but by that time it was impossible to do more than to keep the fire within bounds. Large numbers of police also were present to help. The mill Kwang Hop Seng (Kim Moy) adjoining had a narrow escape, as it was separated from the burning building by only a brick wall and a very narrow lane.

The two burned mills belonged to Khen Ying Soon, the widow of Phya Choduk Raja Sais, whose firm name is Yong Heng Chan.

The old mill which was burned had just been overhauled and a lot of new machinery installed at great cost. The Bangkok Dock Co. were to erect some new machines in it to-day if it had not burned. A large amount of paddy and white rice which was ready to be shipped was also destroyed. The owner cannot value the total loss now but estimates it at between six and seven hundred thousand taels.

Luckily it was well insured, the new mill and plant being insured for Tls. 250,000; the old mill and plant for Tls. 147,000 and the stock of paddy and rice for Tls. 8,000 in each mill, or a total insurance of Tls. 355,000.

Insurance on the old mill was taken out in October, 1910, for Tls. 250,000 and other policies for Tls. 147,000. The river case

**PROPER EXERCISE.****NOTHING LIKE WALKING.**

Some years ago, says the *Standard Mercury*, Dr. Canilio of Hongkong focused on this subject, and having had a good deal of expert experience was able to give you a little good advice. He agreed with many other doctors, and experts that for getting "fit" and keeping so there is nothing like walking, done at the right time and in the right way. And the right time is not the early morning before breakfast, when of all times the body is least toned up, when muscles are slack, and vitality not at its best. The time for walking is

**BEFORE SUN-DOWN.**

Morning exercise is to be taken at all, let it be riding. But the afternoon walk is the thing. How much is to be done depends naturally on the object in view. If a man is to take part in the International Walking Competition, his preparation must be of a more complete and exacting kind; if he merely wishes to dispose of adipose tissue for the purposes of a football or hockey match. Indeed the heavier the call to be made, the more complete, and the longer in duration, should the preparation be. But care should be taken not to tire

**OVERCO TRAINING.**

That spells staleness, listlessness and lack of pleasure, a sure sign that rest is imperative, and for a time an entire change, the one great maxim being ever remembered that it is only when exercise is enjoyable that the fullest possible good is being got out of it.

The organs which demand most attention during training are the heart and lungs. Especially in running and rowing are these liable to be tried more than may be for them, and in consequence those exercises are found to provide, perhaps, a greater percentage of breakdown than any others. A sport in an eight or a four when crews are on a level takes

**MORE VITAL ENERGY.**

out of the human frame within a given number of seconds than perhaps anything else can do. We have seen the effects again and again at the finish of such races as the Universityights, when, in spite of the most painstaking, the most protracted, and the most scientific training possible the crews are practically exhausted for the time being.

Dr. Canilio says that no animal can compare with man for power of endurance under severe muscular exertion if the man is really fit. What horse, he asked, was ever known to keep up a hundred miles a day for six or more days in succession? Yet that has been

**DONE BY MEN.**

Only the fit should attempt it, however, and then only under medical supervision. One of the pleasantest methods to keep in good form is dancing provided of course it be enjoyed in well-ventilated rooms.

Modern trainers are wiser in their generation than their predecessors, who thought that the presence of pleasure in training was a sure sign that things were not as they should be. Not that the appetite craved for, but food which the trainer, no physiological expert himself, thought most muscle-giving was provided.

**N.P.K. PASSENGER RATES.**

**ALL ROUND REDUCTION.**

A big reduction has been made in the passenger rates to and from the Orient by the Nippon Yusen Kaisha. The saloon passenger rate between Victoria and Seattle and Yokohama has been cut from \$175 to \$125, and similarly large reductions have been made in the rates to other parts in the Far East, in both first and second class cars, while no change has been made in the steerage rates. No announcement has been made by the Canadian Pacific Railway Company or other lines in the transpacific trade, of any change in their passenger rates; but it is anticipated that a general reduction will be made. It is not known whether the cut will mean a rate war. It is not anticipated by shipping men that it will.

The new rate made by the Japanese steamship line shows a big reduction in all lines. There is a cut of \$50 in the fares to and from Yokohama and in the return rates a reduction of from \$78 in the tickets for four months' time and \$85 for a year is given. The second class fare is cut from \$100 to \$85 between Victoria, Seattle and Yokohama. The new rates, compared with the old tariff, on the Nippon Yusen Kaisha line, is as follows:

To Yokohama, \$1.50, old rate \$1.75; Kobe, \$157.50, old rate \$180; Moji, \$1.50, old rate \$185; Shanghai, \$140, old rate \$155; Hongkong, \$1.50, old rate \$200. The four months return rates compare as follows: Yokohama, \$187.50; Kobe \$10; Moji, \$95; Shanghai, \$100; Hongkong, \$125. The former rate for this ticket was; Yokohama, \$165; Kobe, \$170; Moji, \$10; Shanghai, \$105; Hongkong, \$100. The old rates for Yokohama to Hongkong in second class ranged from \$100 for the single fare to Yokohama and \$150 for the round trip, returning within four months, to Hongkong \$180 for the return trip. The new rates range from \$85 for the single fare to Yokohama and \$127.50 for the round trip within four months to \$105 for the single fare to Hongkong and \$157.50 for the round trip.

The steerage rates are unchanged, remaining at \$13.50. This is the rate agreed upon some time ago by the Bureau for the North Pacific transpacific lines. Some time ago the War Office sought to obtain permission from the Bureau to make a cut of ten dollars in these fares, but the application was refused.

The Canadian Pacific Railway and Hill Line fares are in excess of those previously charged by the Japanese line. The fare to Yokohama by the Empress steamers from Victoria and Vancouver is \$100, and to Hongkong, \$125.

Return of visitors to the City Hall Library and Museum for the week ending November 1st, 1910.—

Library Museum  
Non-Chinese  
Chinese  
Total

1,000  
1,000  
2,000

**JAPAN'S LATEST DREADNOUGHT.****LAUNCH OF THE KAWACHI AT YOKOHAMA.**

Thus is always something peculiarly impressive in the spectacle of a war-vessel leaving her cradle on land—where human hands with infinite toil and patience have built up her iron strength—to fling herself into the native seas, where Fate and the Future alone know what of war or peace awaits her. Probably for this reason, that she is an engine of destruction—that the issues of life and death are in her keeping, the passing of a mighty ironclad down the inclined ways to "do battle in the great waters," makes a stronger appeal to the imagination than the fling of the undismasted ship of peace. Nor can the wildest vagaries of wind and weather rob the object in view. If a man is to take part in the International Walking Competition, his preparation must be of a more complete and exacting kind; if he merely wishes to dispose of adipose tissue for the purposes of a football or hockey match. Indeed the heavier the call to be made, the more complete, and the longer in duration, should the preparation be. But care should be taken not to tire

**BEFORE SUN-DOWN.**

Morning exercise is to be taken at all, let it be riding. But the afternoon walk is the thing. How much is to be done depends naturally on the object in view. If a man is to take part in the International Walking Competition, his preparation must be of a more complete and exacting kind; if he merely wishes to dispose of adipose tissue for the purposes of a football or hockey match. Indeed the heavier the call to be made, the more complete, and the longer in duration, should the preparation be. But care should be taken not to tire

**FLINTSHIRE.**

Captain G. C. Cuddy, R.N.R., will be despatched to Paris about 7th November.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents,

Hongkong, 27th October, 1910. [674]

**BEN LINE OF STREAMERS.****NOTICE TO CONSIGNEES.**

S.S. "BENAVON,"

FROM ANTWERP, MIDDLESES BRO',

LONDON AND STRAITS.

CONSIGNEES of Goods are hereby

informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf, and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against this Steamer must be presented to the Underwriters on or before the 6th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents,

Hongkong, 26th October, 1910. [675]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.****FOR SYDNEY AND MELBOURNE.**

(Calling at Port Darwin and Queensland Ports,

and taking through Cargo to Adelaide,

New Zealand, Tasmania, &c.)

**THE STEAMSHIP****"EMPIRE."**

Captain Helm, will be despatched as above on SATURDAY, the 1st November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which assures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fan fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents,

Hongkong, 26th October, 1910. [676]

**COMMERCIAL.**

6th October, 1 p.m.

The following quotations for rubber shares by wire, as supplied by Metra, E. S. Kadouris & Co.—

Alligatu.....\$1.50

Anglo-Java.....Tls. 7

Anglo-Malay.....24/0

Balgowrie.....\$10

Bato Tiga.....9/2/0

Bertami.....7/

Bukit Kajang (pp.).....14/6

Carey Uniteds.....16/3 prem.

Castilefieds.....11/7/6

Changkal Serdangs.....5/8

Cheras (part paid).....\$8 prem.

Da. (fully paid).....\$18

Damunara.....15/5

Eastern Internationals.....1/9 prem.

Glentlays.....5/3

Kampong.....\$14 prem.

Kuala Lumpur.....16/6/6

Landrons (fully paid).....—

Landrons (ppd.).....—

Ledbury.....7/0

Lingga.....4/1/3

London Asiatics.....2/2/9

London Ventures.....6/

Merlimau.....5/2/4

Pajam.....5/2/3

Pegoh.....5/3/3

Rubber Trusts.....20/6 prem.

Saggar.....\$29/

Sandycroft.....\$29/

Sapours.....24/

Seafords.....13/0

Singapore & Johore.....12/2

## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama; Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &amp;c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF CHINA"

SATURDAY, OCT. 19TH.

"MONTEAGLE"

TUESDAY, NOV. 8TH.

"EMPEROR OF INDIA"

SATURDAY, NOV. 19TH.

"EMPEROR OF JAPAN"

SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA"

SATURDAY, JAN. 14TH.

"MONTFAGLE"

WEDNESDAY, JAN. 25TH.

"Emperor" Steamers will depart from Hongkong at 7 a.m.

From Quebec.

"ALLAN LINE"

FRIDAY, NOV. 25TH.

From St. John.

"EMPEROR OF BRITAIN"

FRIDAY, DEC. 16TH.

"ALLAN LINE"

FRIDAY, JAN. 13TH.

"ALLAN LINE"

FRIDAY, FEB. 10TH.

.....

"Emperor" Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi-wireless apparatus.

Passenger booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berths in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .....

Via New York .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to L. W. SHADDOCK, General Traffic Agent, Connaught Pedder Street and Praya (opposite Blaikie Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

	Steamship	On
SHANGHAI via SWATOW	KWONGSANG	THURSDAY, 27th Oct., Daylight.
SHANGHAI, KOBE & MOJI	FOOKSANG	THURSDAY, 27th Oct., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 28th Oct., 4 P.M.
SHANGHAI	TUNGSHING	SATURDAY, 29th Oct., Noon.
SHANGHAI	CHIYOSANG	MONDAY, 31st Oct., Noon.
SINGAPORE, PENANG & CALCUTTA, KUTSANG*	KUTSANG	MONDAY, 31st Oct., 5 P.M.
MANILA	YUENSANG	FRIDAY, 4th Nov., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kintai*, *Nanmei* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Pensi, Ghafou, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uluau, Jastam and Lubau.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

Telephone No. 215, Hongkong, 25th October, 1910.

General Manager.

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CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
NEW HONGWANG	"SHANSI"	27th Oct., Daylight.
SHANGHAI	"CHENAN"	27th Oct., 4 P.M.
SWATOW, TSINGTAU, CHEFOO & TIENTSIN	"HUICHOW"	27th Oct., 4 P.M.
HAIPHONG	"CHIHLI"	28th Oct., 10 A.M.
NEW HONGWANG	"HUEPEI"	29th Oct., Noon.
SHANGHAI	"ILIAN"	30th Oct., Noon.
MANILA	"TAMING"	1st Nov., 4 P.M.
LIAO PORTS	"TAIYUAN"	10th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE

FAST SCHEDULE TWIN-SCREW STEAMERS (*Adela*, *Chenye*, *Liye*, *Chihsien*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaves Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night at Woosung.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26, Hongkong, 26th October, 1910.

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## HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Ships	Captain	For	Sailing Dates
AFIRO	A. Fraser	MANILA	SATURDAY, 20th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Telephone No. 200, Hongkong, 26th October, 1910.

[10]

SHEWAN TOMES & CO.

Telephone No. 200, Hongkong, 26th October, 1910.

[11]

SHEWAN TOMES & CO.

Telephone No. 200, Hongkong, 26th October, 1910.

[12]

SHEWAN TOMES & CO.

Telephone No. 200, Hongkong, 26th October, 1910.

[13]

SHEWAN TOMES & CO.

Telephone No. 200, Hongkong, 26th October, 1910.

[14]

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND PORTAGE RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND PORTAGE RAILWAY.

AND

.....

## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM

FOR

STRAITS, Ceylon, Australia, India,

Aden, Egypt, Mediterranean

Ports, Plymouth and

London.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COASTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 29th October, 1910, at Noon,

## Consignees

## COMMERCIAL.

NOTICE TO CONSIGNEES,  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

## "LIGHTNING."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 20th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO., LIMITED,

Agents,

Hongkong, 25th October, 1910. (667)

## TO-DAY'S EXCHANGE.

## Setting.

London—Bank T.T. .... 10/16

Do demand ..... 10/16

Do 4 months' sight ..... 10/16

France—Bank T.T. .... 2/8

America—Bank T.T. .... 4/2

Germany—Bank T.T. .... 1/2

India—T.T. .... 1/40

Do demand ..... 1/40

Shanghai—Bank T.T. .... 7/4

Singapore—Bank T.T. per H.K. \$100 8/4

Java—Bank T.T. .... 9/4

Per 1/1st—Bank T.T. .... 11/18

Europe—Bank T.T. .... 11/18

Japan—Bank T.T. .... 11/18

China—Bank T.T. .... 11/18

Per 1/1st—Bank T

